16

General Arrgt.

D. W. Henderson & Co. Ltd

Nos. 856-7 & 886-7.

Reference.

856.	Baron Vernon
857	" Ramsay
886.	" Napier
887.	" Erskine

886-7

856-7

003572-003580-0001

Nos. 886-7 M.
Nos 856-7. M.
GENERAL ARRANGEMENT.

DIMENSIONS ~ 350'·0" B.P. x 50'·0" B.M. x 25'·9" D.M.

Scale 1/8" = One Foot.

DAVID & WILLIAM HENDERSON & ...
SHIPBUILDERS
No. 238
Ship No. 856·7m
Date 1-8-29
PARTICK, GLASGOW

18 SEP 1929
BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
GLASGOW

Rake ¾" per foot
Telescopic Top Mast
15" Single Iron Block
2. Steel Derricks
Shrouds 3½" S.W.R.
3½" S.W.R.
Iron Ladder
10" Double Iron Block
9" Double Wood Block
2½" Manilla
Jumper Stay 2½" S.W.R.
Top of Steering Gear House
Rails 3'·3" High
Stanchions on Steering Gear House Top
1" Rod
1⅛" dia.
7/8" Rod
1½" dia.
8" V. to S.G. House
2 Rivets
Steam Steering Gear
Poop Cargo Space
After Peak
Water Ballast
Shaft Tunnel
No. 5 Hold
No. 4 Hold
No. 3 Hold
No. 2 Hold
No. 1 Hold
C.L. Bulkhead Steel
Baths & W.C.
Coal Shoot
Galley
Chart Room
Wheel House
W.C. Cabin
Captain
Store
Saloon
Bridge Cargo Space
Crew Space
Chain Locker
Fore Peak
Water Ballast
W.T. Door P.S.
No. 5 W.B. Tank
No. 4 W.B. TANK
No. 3 W.B. TANK
No. 2 W.B. TANK
No. 1 W.B. TANK
W.T.B.
FRAMES SPACED 24"
FRAMES SPACED 26"
MID SHIPS
NOTE :- ALL TEAK DOORS INDICATED THUS Ø
Storm Rail fitted P.S. No. 857M.
Accommodation Ladder
Collinson Scupper
Steel Bulwark 3'6" High
Sidelights all 12" Dia.
Davit Socket
Poop Deck
Panama Fairlead
3 Roller Fairlead
Boat Deck
Laid with 5" × 2½" P.P. over Accommodation
Lifeboat 25'·0" × 8'·0" × 3'·2½"
Plated over Passage
Coal
Chief Encr
2nd Encr
3rd Encr
4th Encr
Engine Skylight
Stanchions on Bridge Deck
Note:- Ladders to Poop Bridge & Forecastle formed of plate sides and steps of Chequered Plate.
Operator
Bridge Deck
Deck laid with Teakoid in way of Accommodation
13" V. to Tween Dks & Coal Bunker
Ash Shoot Opening
Gangway Door
Wood Ladder Portable
Derrick Post & 20" V. to No. 3 Hold
Teak Ladder
2nd Offr
Steward
Chief Offr
3rd Offr
Saloon
Pantry
Captain
Upper Bridge Deck
Flying Bridge Deck
Stanchions on Upper & Flying Bridge Decks
Iron Ladder
FORECASTLE DECK
SHEATHED WITH 5" × 2½"
3" P.P. UNDER WINDLASS
15" CUTTER WATERWAY CEMENTED
Panama Fairlead
3. Roller Fairlead
Searchlight Davit
8" V. to Store
Stove Funnel
Forecastle Dk Stanchions
Note:- Position of 3 Roller Fairlead to be arranged at ship.
UPPER DECK
IN ACCOMMODATION DECK LAID WITH COMPOSITION
SIDELIGHTS 8" DIAR.
Poop Dk Stanchions
Mooring Pipe
Collinson Scupper
Sheering 6'·2" W.P.
20" V. to No. 5 Hold
20" V. to No. 4 Hold
No. 5 HATCH 26 × 18
No. 4 HATCH 30·4 × 22
No. 3 HATCH
No. 2 HATCH 30·4 × 22
S.W.
Tunnel Escape
Lamp Room
Boatswain's Store
20" V. to Coal Bunker
Escape Hatches
Coal Hatches to have portable stanchions with guard wire
Portable stanchions with guard wire
Store
Firemen
Seamen
Carpenter
Galley

003572-003580-0001

5

0003

Profile & Decks.

W Henderson & Co. Ltd

Nos 856M & 857M - 886M & 7M

J. C. 28/11/28.
" 11/9/29 for 886-7.

16 " 11 " 28.

856M. Baron Vernon *
857M. Baron Ramsey.
886M Baron Napier.
887M. Baron Erskine

840
17
51

51
51
KL

1.2
6.12

003572-003580-0003

~~Profile & Deck~~

~~Henderson 856~~/7.

Brag

003572-003580-0003

Nos 856M & 857M.

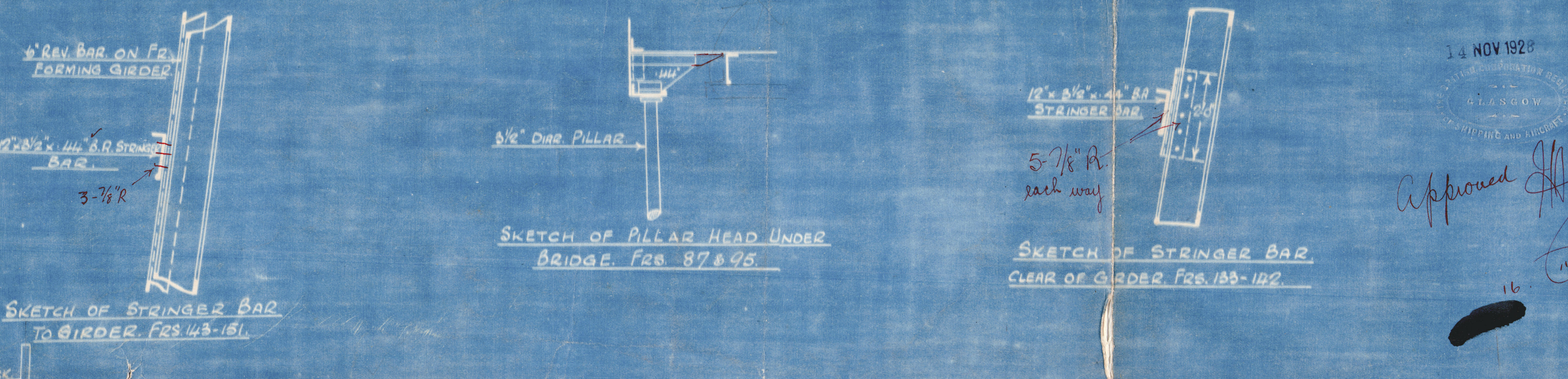
PROFILE & DECKS PLAN.

SCALE 1/8" = 1 FOOT.
DETAILS 1/2" = 1 FOOT.

DAVID & WILLIAM HENDERSON & CO. LTD.
Plan No. 15.
Ship 856-7M.
Date 13-11-28.
PARTICK, GLASGOW.

14 NOV 1928
GLASGOW

Approved
16/11/28


6" Rev. Bar on Fr. forming Girder.
12" × 3½" × ·44" B.R. Stringer Bar.
3-7/8" R
Sketch of Stringer Bar to Girder. Frs. 143-151.
3½" Diam. Pillar
·44"
Sketch of Pillar Head under Bridge. Frs. 87 & 95.
12" × 3½" × ·44" B.R. Stringer Bar.
2'0"
5-7/8" R. each way
Sketch of Stringer Bar clear of Girder. Frs. 133-142.

Poop Deck
Bridge Deck
Engine Casing
Coal Shoot
Galley
Boiler Casing
Saloon
Upper Deck
All Pillars are 2½" ins Diam.
Hatch End Beam 17" × ·44"
Face Bar. 10" × 3½" × ·48" B.R.
12" × 3½" × ·44" B.R. Stringer Bar.
Cr. Line Bhd Stiffrs 9" × 3" × ·48" B.R. Spaced 52" & 48".
2 Strakes + 1/20
Centre Girder Watertight
Centre Girder to be intact, no lightening holes or drain holes, but not to be tested
Frames Spaced 26" apart
Frames Spaced 24" apart
Frames 7" × 3" × ·36" B.A.
Main Frames 11" × 3½" × ·42" B.R. (N.B.S) ·48" in Boiler Space & in Side Bunkers in way of Boiler Space.
Frames 11" × 3½" × ·48" B.A. (N.B.S)
Frames 12" × 3½" × ·48" B.R. (N.B.S.)
Rev. Fr. 6" × 3½" × ·400A Fitted
8" × 3" × ·36" B.R. (N.B.S) Frames to Flat
Above Flat Frs. 6" × 3" × ·32" B.R.
Side Elevation of Hatch under Bridge Frs. 87 & 95.
3½" × 3½" × ·44"
15"
Gusset ·5
3½" × 3½" Lug between Bkts to ½ Beams. 2-¾" Rivets
2 Rivets for 6"-8" Flange.
3 " " 10" Fl.
Tripping Bkts on every 3rd Beam in way of Hatches.
8" × 3" × ·44" B.R.
10"
2'9"
3½" × 3½" × ·44
Gusset ·56
Side Elevation of Hatches.
7/8" Rivets
Flange of Hatch Side.
Gusset
2'6"
Hatch Side
Girder
3" × 1½" Moulding.
Bulb Angle Face Bar at Hatch Ends.
Plan of Gussets at Hatch Corners.
Bridge Deck in way of Accommodation Sheathed.
Stringer 31" × 32"
Plating ·28"
Steering Gear
Hatch 7'0" × 5'0"
Pillars 4½" Dia
Beams 6" × 3" × ·32" B.R.
Knees 15" × ·38" 4-¾" Rivets.
Poop Deck
Hatch Webs 9" × ·30"
Double Angles Top & Bottom 3" × 3" × ·40"
Girder below 12" × ·44" Flanged 3½"
Coal Hatch
No 3 Hatch 17'4" × 18'0"
Beams 6" × 3" × ·30" B.R.
Knees 15" × ·38" 4-¾" Rivs.
Beams 8" × 3" × ·36" B.R. (N.B.S)
Hatch Webs 15" × ·35"
Top & Bottom Angles 4" × 3" × ·40" Double.
Protection Pieces on Beam in way of Coal Hatch
B.A. Rail Bar carried up to Bridge deck
Plan at Peak Flat.
Beams 6" × 3" × ·32" B.R.
Knees 15" × ·38"
31" × 36"
Steel Bhd Below Fort only
Plating 20"
Wood Sheathed
Pillars Start
·40 Plating under Winds.
Beams 8" × 3" × ·38" B.R. (N.B.S)
Knees 15" × ·38" 4-¾" Rivs.
Fo'c'sle Deck
3'1"
8" × 3" × ·44" B.R. & 7" × 3" × ·44" B.R.
2'9"
2" Round Iron Stays.
3½" × 3½" × ·44"
Face Bar
Gusset
T.R. Lap 7½"
Overlap may be here.
7" at Upper Deck.
12" at Bridge Deck.
4'3" at Upper Deck. 3'0" at Bridge Deck.
Flanged
50"
Hatch End Beams.
18"
Sketch of Tripping Bracket.
Upper Deck
24"
Flanged 3"
·40"
30"
9-7/8" R.
6" × 3½" Rev. Bar on 12" Frame forming 13½" Girder.
Sketch of Beam Knees between Frs. 143-151 Incl.
Stringer Angle 4" × 4" × ·62"
Stringer Angle 7" × 7" × ·72"
Stringer Angle 3½" × 3½" × ·40"
Centre of Deck Plates in Frame Spaces
3½" × 3½" Corner Bars
No 5 Hatch 26'0" × 18'0"
No 4 Hatch 30'4" × 25'0"
No 3 Hatch 17'4" × 18'0"
No 2 Hatch 30'4" × 25'0"
No 1 Hatch 21'8" × 18'0"
Engine Casing
Coal Shoot
Boiler Casing
Sheathd.
Knees 30" × ·40" Flanged 3" ¾" Rivets
Hatch Webs as on No 5 Hatch
Hatch Webs 15" × ·35"
Top & Bottom Angles 4" × 5" × ·44" Double
6" × 3½" × ·38" B.R.
8" × 3" × ·42" B.R.
5½" × 3" × ·32" B.R.
Knees 15" × ·38" 4-¾" Rivs.
Upper Deck

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003572-003580-0023

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Midship Section.

D. W. Henderson & Co. Ltd.

Nos 856.7 & 886.7.

Reference.

856.	Baron Vernon. *
857.	" Ramsay.
886	" Napier
887.	" Erskine.

003572-003580-0002

Midship Section

D & W Henderson 856.7.
886-7.

Boag

003572-003580-0002

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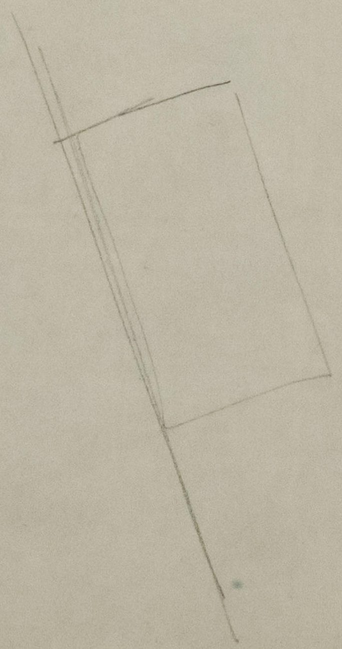
Foundation



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Lloyd's Register Foundation

Nos 886M, 887M.
Nos 856M, 857M.
MIDSHIP SECTION

SCALE ½" = 1 FOOT.

DIMENSIONS. 350'-0" B.P x 50'-0" MLD x 25'-9" MLD.

CLASS B.S. ✱

DAVID & WILLIAM HENDERSON & CO LTD
Plan No 289
856-7m
Date 1·8·29
PARTICK, GLASGOW

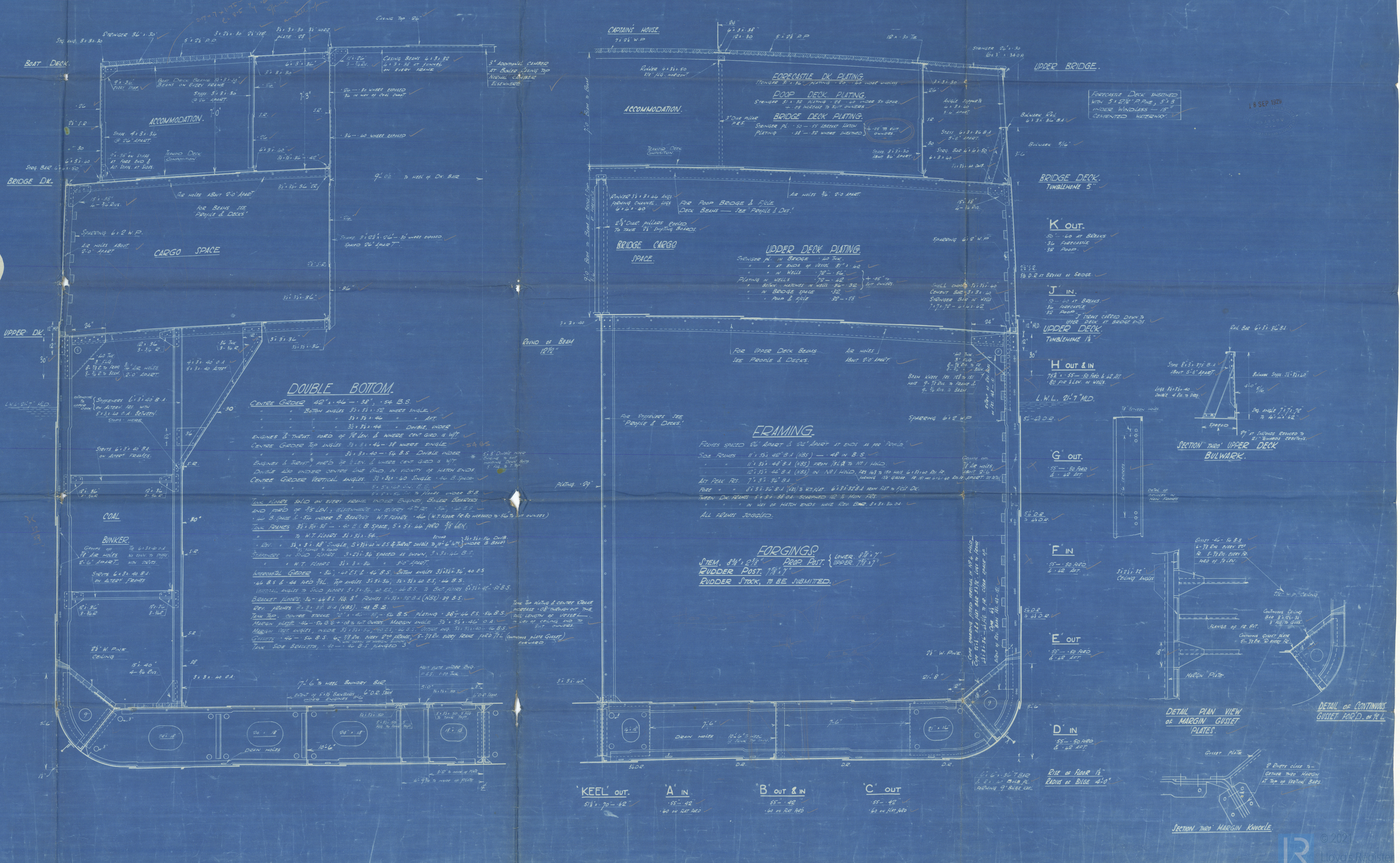
EQUIPMENT.

	(350 × 50 × 25·75 × ·75) / 100	=	3,380
POOP & BRIDGE	(146·16 × 49·75 × 9 × ·75) / 150	=	332
FORECASTLE	(36 × 49·75 × 8·5 × ·75) / 150	=	76
HOUSES.		=	80
	TOTAL		3,868 NUMERAL. ✓

EQUIPMENT C. 33.

2 BOWER ANCHORS STOCKLESS "BYERS" PATENT	54⅜ CWTS ✓
1 " ANCHOR " " "	46¼ CWTS ✓
1 STREAM " COMMON	16 CWTS (EX STOCK). ✓
270 FATHOMS 2⅟16" dia. STUD LINK CHAIN CABLE ✓	
90 " 4¼" STREAM WIRE ON D.P REEL ✓	
120 " 4½" STEEL WIRE TOWLINE ON D.P REEL ✓	
2 @ 90 FATHOMS 2½" WIRE HAWSER ON D.P REELS ✓	
1 @ 90 " 2" " " " " REEL ✓	
1 @ 90 " 6" MANILLA HAWSER ✓	
2 @ 120 " 3" MANILLA HAWSER ✓	
2 @ 120 " 2½" MANILLA HAWSER. ✓	

} not required by rule


BOAT DECK
BRIDGE DK.
UPPER DK.
ACCOMMODATION.
CARGO SPACE
COAL BUNKER.
CAPTAIN'S HOUSE.
7" × 2½" W.P
ACCOMMODATION.
BRIDGE CARGO SPACE.
UPPER BRIDGE.
BRIDGE DECK. TUMBLEHOME 5"
UPPER DECK. TUMBLEHOME 1½"
L.W.L. 21'-7" MLD.
ROUND OF BEAM 12½"
SPARRING 6" × 2" W.P
2½" W. PINE
21'-8"
7'-6"
DRAIN HOLES
RISE OF FLOOR 1½"
RADIUS OF BILGE 4'-0"
6" × 6" × ·36" T BAR & 8" × ·40 BULB PL. FORMING 9" BILGE KEEL
RUNNER 4 × 3½ × ·50 3½" FLG. HORIZONT.
3" DIAR PILLAR P & S.
TEAKOID DECK COMPOSITION.
RUNNER 3½ × 3 × ·44 ANGS. FORMING CHANNEL. LUGS 6" × 4" × ·40"
FOR POOP BRIDGE & F/CLE DECK BEAMS — SEE "PROFILE & DKS."
2⅝" DIAR. PILLARS REELED TO TAKE 2½" SHIFTING BOARDS.
AIR HOLES ¾" 2'-0" APART.
FOR UPPER DECK BEAMS SEE PROFILE & DECKS.
AIR HOLES ABOUT 2'-0" APART.
BEAM KNEES FRS. 128 TO 151 HAVE 9 - ⅞ RIVS. TO FRAME & 9 - ¾ RIVS. TO BEAM.
GROUPS OF ⅞" AIR HOLES, ABOUT 2'-6" APART. SEE DETAIL
DETAIL OF AIRHOLES IN MAIN FRAMES
⅞" BETWEEN HOLES.
2'-6" CENTRES
BULWARK RAIL 6" × 3" × ·36" BA ✓
BULWARK 5/16" ✓
2½" S.R.
5¼ D.R AT BREAKS OF BRIDGE. ✓
"J" STRAKE CARRIED DOWN TO UPPER DECK AT BRIDGE ENDS.
5¼"-4½" D.R. ✓
5¼" D.R TO 4½" D.R.
RAIL BAR 6" × 3" × ·36" BA.
STAYS 8" × 3" × ·375" B.A ABOUT 5'-6" APART.
BULWARK STIFFS. 3½" × 3½" × ·40"
LUGS 3½ × 3½ × ·40 DOUBLE 4 RVS. TO STRG.
4'-0"
5/16
STG. ANGLE 7" × 7" × ·72" TO 4" × 4" × ·62"
SPREAD
27" AT SHROUDS REDUCED TO 21" TOWARDS ERECTIONS.
GUSSET ·46 - ·54 B.S 6 - ⅞ RIVS EVERY 2ND FR. 5 - ⅞ RVS. EVERY FR. FORD OF ½ LEN.
3" × 2½" × ·32" CEILING ANGLES
FLANGE OF FR. BKT.
MARGIN PLATE.
18"
2½" W.P. CEILING
CONTINUOUS CEILING BAR 3" × 2½" × ·32 3" FLG. TO GUSS.
CONTINUOUS GUSSET PLATE 5 - ⅞ RVS. @ EVERY FR.
GUSSET PLATE
2 RIVETS CLOSE TOGETHER THRO' MARGIN AT TOP OF VERTICAL BARS.

FORECASTLE DECK SHEATHED WITH 5 × 2½" P. PINE, 5" × 3" UNDER WINDLASS — 15" CEMENTED WATERWAY. ✓

FORECASTLE DK. PLATING.

STRINGER 31" × ·36" ✓ PLATING ·20, ✓ ·40 UNDER WINDLASS

POOP DECK PLATING.

STRINGER 31 × ·32 PLATING ·28 ·40 UNDER ST. GEAR. ✓
+ ·05 INCREASE TO SUIT OWNERS. ✓

BRIDGE DECK PLATING.

STRINGER PL. ·50 — ·55 ABREAST HATCH } + ·05 TO SUIT OWNERS.
PLATING ·38" — ·32 WHERE SHEATHED }

UPPER DECK PLATING.

STRINGER PL. IN BRIDGE ·40 THK.
" " AT ENDS OF VESSEL 31" × ·40 ✓
" " IN WELLS ·72" — ·56" ✓ } + ·05" TO SUIT OWNERS. ✓
PLATING IN WELLS ·72 — ·42 ✓ }
" BETWN. HATCHES IN WELLS ·36 — ·32 }
" IN BRIDGE SPACE ·32 ✓
" " POOP & F/CLE ·32 — ·28 ✓

DOUBLE BOTTOM.

CENTRE GIRDER 42" × ·46" — ·38", ·54 B.S. ✓
" " BOTTOM ANGLES 3½ × 3½ × ·52 WHERE SINGLE ✓
" " " " 3½ × 3½ × ·46 " " AFT. ✓
" " " " 3½ × 3½ × ·44 " DOUBLE, UNDER ENGINES & THRUST. FORD OF ½ LEN. & WHERE CENT GIRD. IS W/T ✓
CENTRE GIRDER TOP ANGLES 3½ × 3 × ·46 — ·38 WHERE SINGLE ✓ ·54 B.S.
" " " " 3½ × 3 × ·40 — ·54 B.S DOUBLE UNDER ENGINES & THRUST✱, FORD OF ½ LEN. & WHERE CENT. GIRD IS W/T
DOUBLE ALSO UNDER CENTRE LINE BHD. IN VICINITY OF HATCH ENDS.
✱ 5" × 3" DOUBLE UNDER ENGINE TO SUIT HOLDING DOWN BOLTS. 5" FLG. TO T. TOP.
CENTRE GIRDER VERTICAL ANGLES. 3½ × 3½ × ·40 SINGLE ·46 B. SPACE ✓
" " " " 5 × 5 × ·40 SIN. E.S. ✓
" " " " 5 × 5 × ·54 SIN. TO FLOORS UNDER B.B. ✓
TANK FLOORS SOLID ON EVERY FRAME UNDER ENGINES, BOILER BEARERS AND FORD OF ⅗ LEN., ELSEWHERE ON EVERY 4TH FR. ·34", ·40 E.S ·46 B. SPACE & ·54 UNDER B. BEARERS W.T. FLOORS ·46 (W.T. FLOOR FR. 80 INCREASED TO ·56" TO SUIT OWNERS)
TANK FRAMES 3½ × 3½ × ·38 — ·40 E & B. SPACE, 5 × 5 × ·44 FORD ⅗ LEN. ✓
" " TO W.T. FLOORS 3½ × 3½ × ·54. ✓
" REV. " 3½ × 3 × ·38 SINGLE, 5 × 3½ × ·40 IN E.S & THRUST DOUBLE TO, BEYOND 10'-6" INTS } 3½ × 3½ × ·54 DOUB. UNDER B. BEARS ✓
3½ FLANGE TO FLOOR.
STIFFENERS ON SOLID FLOORS. 3 × 2½ × ·34 SPACED AS SHOWN, 3 × 3 × ·46 B.S.
" " W.T. FLOORS 3½ × 3 × ·34 " 3'-0" APART.
INTERCOSTAL GIRDER ·34", ·40 E.S. & ·46 B.S. BOTTOM ANGLES 3½ × 3½ × ·34", 40 E.S ·46 B.S & ·44 FORD ⅗L. TOP ANGLES. 3 × 3 × ·34, 3½ × 3½ × ·40 E.S, ·46 B.S.
VERTICAL ANGLES TO SOLID FLOORS 3 × 3 × ·34, ·40 E.S, ·46 B.S. TO BKT. FLOORS 6 × 3½ × ·42 — ·50 B.S.
BRACKET FLOORS. ·34 — ·46 B.S FLG. 3" FRAMES 8 × 3½ × ·35 B.A (NBS) ·39 B.S. ✓
REV. FRAMES 8 × 3 × ·35 B.A (NBS). ·43 B.S. ✓
TANK TOP. CENTRE STRAKE 72" × ·44 — ·38, — ·54 B.S. PLATING ·38 — ·46 E.S. ·54 B.S. ✓
MARGIN PLATE ·46 — ·54 B.S + ·08 TO SUIT OWNERS. MARGIN ANGLE 3½" × 3½" × ·46" O.A. ✓
MARGIN VERT. ANGLES, INSIDE 3½ × 3½ × ·34, ·40 E.S, ·46 B.S. OUTSIDE ANG. 3½ × 3½ × ·40 — ·46 B.S. ✓
GUSSETS ·46 — ·54 B.S. 6 — ⅞ RVS. EVERY 2ND FRAME, 5 — ⅞ RIV. EVERY FRAME FORD ½L (CONTINUOUS PLATE GUSSET FORWARD.)
WITH DEPTH OF MARGIN SHOWN.
TANK SIDE BRACKETS, ·40 — ·46 B.S FLANGED 3"

TANK TOP PLATING & CENTRE STRAKE INCREASE ·08" THROUGHOUT THE FULL LENGTH OF VESSEL IN LIEU OF CEILING AND TO SUIT OWNERS.

HEAVY PLATE UNDER ENG.

FRAMING.

FRAMES SPACED 26" APART & 24" APART AT ENDS AS PER "PROFILE" ✓
SIDE FRAMES 11" × 3½" × ·42" B.A (NBS) — ·48 IN B.S. ✓
" " 11" × 3½" × ·48" B.A (NBS) FROM ⅓L ⅆ TO No 1 HOLD. ✓
" " 12" × 3½" × ·44" B.A (NBS) IN No 1 HOLD. FRS 143 TO 150 HAVE 6 × 3½ × ·40 REV. FR. FORMING 13½" GIRDER. FR. 151 HAS 6 × 6 × ·40 REV. FR.
AFT PEAK FRS. 7" × 3" × ·36" BA ✓
FORE " " 8" × 3" × ·36" B.A (NBS) TO W.T. FLAT. 6" × 3" × ·32" B.A FROM FLAT TO F/CLE DK.
TWEEN DK. FRAMES 5" × 3" × ·38" O.A. SCARPHED 12" TO MAIN FRS. ✓
" " " IN WAY OF HATCH ENDS HAVE REV. BAR 3 × 3 × ·34 O.A. ✓
ALL FRAMES JOGGLED.

SPARRING FITTED VERTICAL IN No 4 HOLD F.B.A FLAT BAR 5" × ½", LUGS TO FRAME 4½ × 3½ × ·36 — 4½ FLG. TO FR. CLEAR SPACE OF COPE 6½" EXTENT OF REV. BARS FRS. 143 — 151.

FORGINGS.

STEM. 8⅜" × 2⅜" ✓ PROP. POST. { LOWER. 8⅞" × 7" ✓ UPPER. 7⅞" × 7" ✓
RUDDER POST. 7⅝" × 7" ✓
RUDDER STOCK, TO BE SUBMITTED. ✓

"K" OUT.
·50" — ·60 AT BREAKS ✓
·36 FORECASTLE ✓
·32 POOP. ✓

"J" IN.
·50 — ·60 AT BREAKS. ✓
·36 FORECASTLE ✓
·32 POOP. ✓

"H" OUT & IN
75½" × ·55 — ·50 FORD. & ·42 AFT. ✓
·80 FOR ½ LEN. IN WELLS.

"G" OUT.
·55 — ·50 FORD ✓
& ·42 AFT. ✓

"F" IN
·55 — ·50 FORD ✓
& ·42 AFT.

"E" OUT
·55 — ·50 FORD ✓
& ·42 AFT.

"D" IN
·55 — ·50 FORD ✓
& ·42 AFT.

"KEEL" OUT.
5½" × ·70 — ·62 ✓

"A" IN
·55 — ·42 ✓
·60 ON FLAT FORD ✓

"B" OUT & IN
·55 — ·42 ✓
·60 ON FLAT FORD ✓

"C" OUT
·55 — ·42 ✓
·60 ON FLAT FORD ✓

SECTION THRO' UPPER DECK BULWARK.

DETAIL PLAN VIEW OF MARGIN GUSSET PLATES.

DETAIL OF CONTINUOUS GUSSET FOR'D. OF ½ L.

SECTION THRO' MARGIN KNUCKLE.

18 SEP 1929
BRITISH CORPORATION REGISTER
GLASGOW
SHIPPING AND AIRCRAFT

6

[BAL^{D}] Rudder & Sternframe.

D. & W. Henderson & Co. Ltd.

N°s 856^{M}-7^{M} & 886^{M}-7^{M}

26.11.28.

856^{M}	Baron Vernon. *
857^{M}	Baron Ramsay.
886^{M}	Baron Napier.
887^{M}	Baron Erskine

350

Makers:- Kerr & Sons Irvine

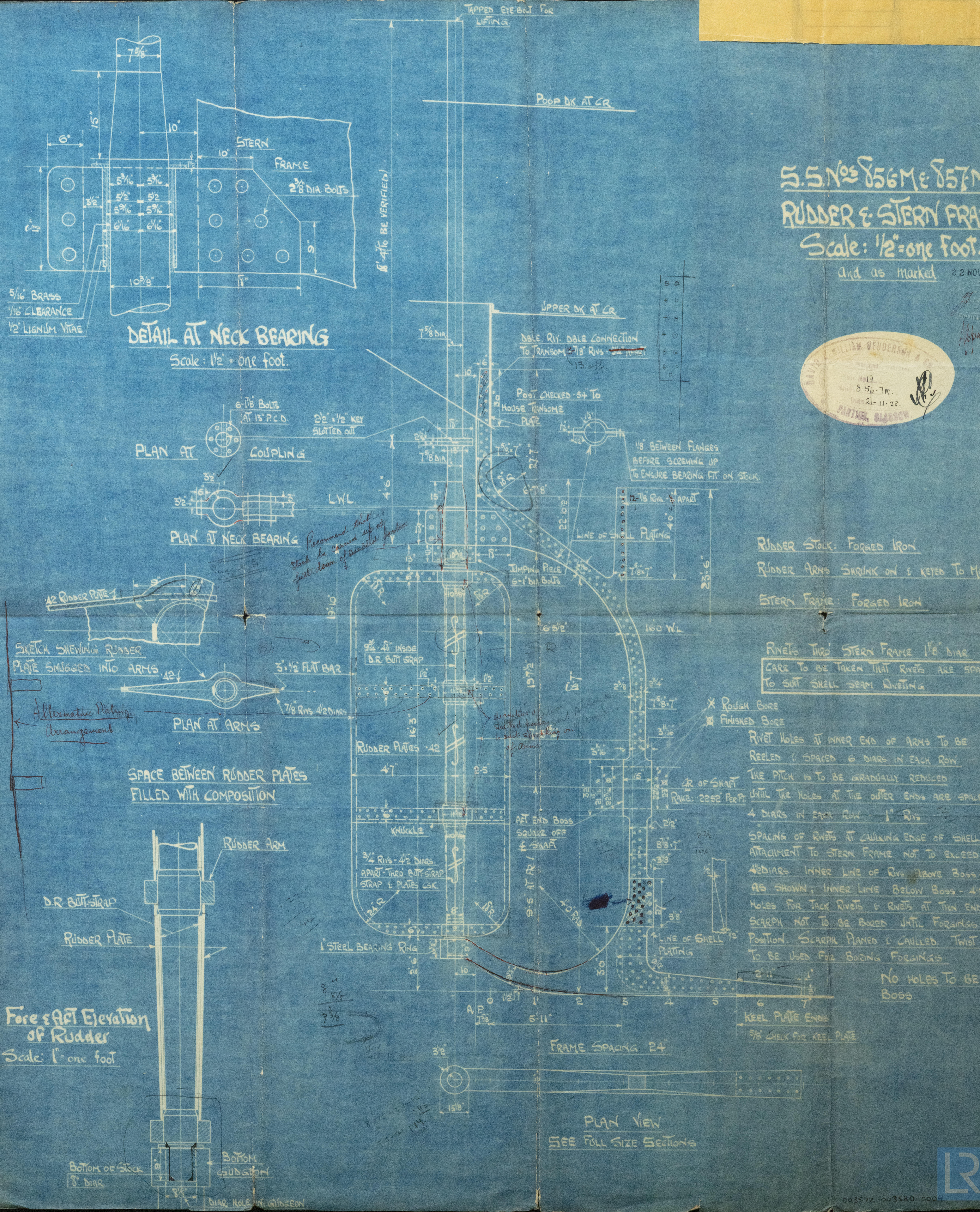
Rudder & Sternframe

D & W Henderson 856/7

Bag.

[BALD]

003572-003580-0004


TAPPED EYE-BOLT FOR LIFTING
POOP DK AT CR.
UPPER DK AT CR.
7⅝"
15"
10"
6"
3½"
5 3/16" 5 3/16"
5½" 5½
5 9/16" 5 9/16"
6 1/16" 6 1/16"
1½"
10⅜"
STERN FRAME
2⅜" DIA. BOLTS
9"
5/16" BRASS
1/16" CLEARANCE
½" LIGNUM VITAE
DETAIL AT NECK BEARING
Scale: 1½" = one foot.
16'-4" (TO BE VERIFIED)
6-1⅞" BOLTS AT 13" P.C.D.
2½" × ½" KEY SLOTTED OUT
PLAN AT COUPLING
PLAN AT NECK BEARING
7⅝ DIA
DBLE. RIV. DBLE. CONNECTION TO TRANSOM 13-⅞" RIVS. ~~5½"~~ APART
13 off.
POST CHECKED ·54 TO HOUSE TRANSOME PLATE
⅛" BETWEEN FLANGES BEFORE SCREWING UP TO ENSURE BEARING FIT ON STOCK.
L.W.L.
12-⅞ RIVS. 4" APART
LINE OF SHELL PLATING
JUMPING PIECE 6-1" DIA BOLTS
7⅝"×7"
22'-10½"
23'-6"
19'-10"
160 W.L.
6'-5½"
Recommend that stock be carried up at full diam. of swelled portion
Suggest 8"
·42 RUDDER PLATE
SKETCH SHEWING RUDDER PLATE SNUGGED INTO ARMS
3" × ½" FLAT BAR
⅞ RIVS 4½ DIARS
PLAN AT ARMS
Alternative Plating Arrangement
9¾ · 48" INSIDE D.R. BUTT STRAP
diameter of swelled portion to suit shrinking on of arms
SR ?
13'-7½"
16'-3"
RUDDER PLATES ·42
4'-7"
2'-5"
KNUCKLE
¾" RIVS - 4½ DIARS. APART - THRO' BUTT-STRAP STRAP & PLATES CSK.
AFT END BOSS SQUARE OFF ℄ SHAFT
℄ OF SHAFT RAKE: ·2252" PER FT.
9'-5" AT FR. 1
4'-0" RAD.
LINE OF SHELL PLATING
1" STEEL BEARING RING
A.P.
5'-11"
0 1 2 3 4 5 6 7
KEEL PLATE ENDS
⅝" CHECK FOR KEEL PLATE
FRAME SPACING 24"
PLAN VIEW
SEE FULL SIZE SECTIONS
SPACE BETWEEN RUDDER PLATES FILLED WITH COMPOSITION
RUDDER ARM
D.R. BUTT-STRAP
RUDDER PLATE
BOTTOM OF STOCK 8" DIAR.
BOTTOM GUDGEON
DIAR. HOLE IN GUDGEON
Fore & Aft Elevation of Rudder
Scale: 1" = one foot

S.S. Nos 856-M & 857-M
RUDDER & STERN FRAME
Scale: ½" = one Foot.
and as marked

22 NOV 1928

SHIPPING AND AIRCRAFT ... GLASGOW

Approved. 26-11-28.

DAVID & WILLIAM HENDERSON & Co
SHIPBUILDERS
Plan No 19
Ship 856-7m.
Date 21-11-28.
PARTICK, GLASGOW

RUDDER STOCK: FORGED IRON

RUDDER ARMS SHRUNK ON & KEYED TO MAIN PIECE

STERN FRAME: FORGED IRON

RIVETS THRO' STERN FRAME 1⅛" DIAR

CARE TO BE TAKEN THAT RIVETS ARE SPACED TO SUIT SHELL SEAM RIVETING

✕ ROUGH BORE
⊗ FINISHED BORE

RIVET HOLES AT INNER END OF ARMS TO BE REELED & SPACED 6 DIARS IN EACH ROW THE PITCH IS TO BE GRADUALLY REDUCED UNTIL THE HOLES AT THE OUTER ENDS ARE SPACED 4 DIARS IN EACH ROW - 1" RIVS

SPACING OF RIVETS AT CAULKING EDGE OF SHELL ATTACHMENT TO STERN FRAME NOT TO EXCEED 4½ DIARS. INNER LINE OF RIVS. ABOVE BOSS - May be 5½ Diars AS SHOWN; INNER LINE BELOW BOSS - 4½ DIARS. HOLES FOR TACK RIVETS & RIVETS AT THIN ENDS OF SCARPH NOT TO BE BORED UNTIL FORGINGS ARE FAIRED INTO POSITION. SCARPH PLANED & CAULKED. TWIST DRILLS TO BE USED FOR BORING FORGINGS.

NO HOLES TO BE BORED ROUND BOSS.

LR
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